SECTION 4.0 CLARIFICATIONS AND REVISIONS

Revisions and clarifications have been made to the Draft EIR based on input received during the public review period and the preparation of the responses to comments on the Draft EIR.

This Clarifications and Revisions section of the Responses to Comments document follows the organization of the Draft EIR. Modifications to the text are reflected with strikeout and underlined text.

1.0 EXECUTIVE SUMMARY

Pages 1-17 through 1-20

Numbering of the mitigation measures (MM) and standard conditions and requirement (SC) is hereby modified and incorporated into the final EIR as follows:

Old Number	New Number
SC 3.4-4	MM 3.4-5
SC 3.4-5	MM 3.4-6
SC 3.4-6	SC 3.4-4
SC 3.4-7	SC 3.4-5
SC 3.4-8	MM 3.4-7
SC 3.4-9	MM3.4-8
SC 3.7-3	MM 3.7-1
SC 3.7-4	MM 3.7-2

2.0 PROJECT DESCRIPTION

Text Changes

Page 2-6

A portion of Section 2.4.2 is hereby modified and incorporated into the Final EIR as follows:

2.4.2 AIRPORT ADVISORY COMMITTEE

Though not part of the formal EIR scoping process, the Airport Advisory Commission (AAC) held 15 meetings, open to the public, from November 2003 through July 2004 to consider recommendations on possible Airport improvements and to advise on certain issues regarding scoping of the EIR. The AAC made recommendations regarding the project and technical studies to be prepared for the EIR. The AAC recommended that the Proposed Project provide for 133,000 square feet of terminal area improvements. The City Council considered these recommendations on February 1 and February 8, 2005. As a result of this process, changes were made to the proposed improvements that would constitute the Proposed Project and be addressed in the EIR.

3.2 AIR QUALITY AND HUMAN HEALTH RISK ASSESSMENT

Text Changes

Page 3.2-57

The following new mitigation measure is hereby added after mitigation measure 3.2-10:

MM 3.2-10a During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction NO_x and VOC emissions:

- Provide on-site lunch trucks/facilities during construction to reduce off-site worker vehicle trips.
- Prohibit construction vehicles idling in excess of five minutes to be consistent with State law.
- Suspend use of all construction equipment during a first-stage smog alert.
- Designate a person who will ensure implementation of the proposed mitigation measures through direct inspection and investigation of complaints. The City or the contractor shall provide a telephone number that residents may call should they have complaints regarding construction nuisance.

MM 3.2-10b During construction of the Proposed Project, the City and its contractors shall be required to comply with the following provisions, where feasible, to reduce construction VOC emissions:

- Use zero VOC content architectural coatings on buildings.
- Restrict the number of gallons of coatings used per day.
- Encourage water-based coatings or other low-emitting alternatives.
- Paint contractors should use hand applications instead of spray guns.

Page 3.2-58

The following new mitigation measure is hereby added after mitigation measure 3.2-15:

MM 3.2-16 As the City purchases new vehicles or equipment serving the Airport, staff shall consider the purchase of low or zero-emission technology, such as the use of CNG or any other clean fuel technology available.

MM 3.2-17 The City will require street cleaning of Douglas Drive with a vacuum type street sweeper at least once per week. The vacuum sweeper will make sufficient circuits through the terminal area to vacuum the entire street surface (not just the gutter area) to reduce fugitive PM emissions from re-entrained road dust. Douglas Drive between Lakewood Boulevard and the Long Beach Airport terminal (including the loop in front of the terminal and return) shall be cleaned in this manner. The anticipated future exit road back to Lakewood Boulevard would also be cleaned in this manner.

The range of potential control efficiencies for this mitigation measure is from approximately 10 percent to 50 percent[1,2]. It is anticipated that a 75 percent reduction would be needed to reduce the peak incremental PM_{10} concentration below the significance threshold; therefore, PM_{10} concentrations would remain significant after implementation of this mitigation measure.

3.4 HAZARDS AND HAZARDOUS MATERIALS

Pages 3.4-18 through 3.4-20

Numbering of the mitigation measures (MM) and standard conditions and requirement (SC) is hereby modified and incorporated into the final EIR as follows:

Old Number	New Number
SC 3.4-4	MM 3.4-5
SC 3.4-5	MM 3.4-6
SC 3.4-6	SC 3.4-4
SC 3.4-7	SC 3.4-5
SC 3.4-8	MM 3.4-7
SC 3.4-9	MM3.4-8

3.7 PUBLIC SERVICES

Page 3.7-14

Numbering of the mitigation measures (MM) and standard conditions and requirement (SC) is hereby modified and incorporated into the final EIR as follows:

Old Number	New Number
SC 3.7-3	MM 3.7-1
SC 3.7-4	MM 3.7-2

3.8 TRANSPORTATION AND CIRCULATION

Text Changes

Page 3.8-22

Standard Condition 3.8-1 has been modified and incorporated into the Final EIR as follows:

SC 3.8-1 As part of contract specification, the Airport shall require all construction trucks to access the Airport terminal area via the I-605 to I-405 and Lakewood Boulevard. Should oversized-transport vehicles accessing the Project site use a state highway, a Caltrans transportation permit will be

[1] Cowherd, C., P. Englehart, G.E. Muleski, J.S. Kinsey, and K.D. Rosbury, 1990. Control of Fugitive and Hazardous Dusts, Noyes Data Corporation, Park Ridge, NJ. p.21.

[2] "Improvement of Specific Emission Factors (BACM Project No. 1) Final Report," by Midwest Research Institute for SCAQMD, Diamond Bar, CA, March 29, 1996.

required. Construction vehicles accessing Parcel O shall use this route and access the construction site off of Clark Avenue or Willow Street.